

Chapter 4

DISTRIBUTION AND REDISTRIBUTION

Section A - Command Excess

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(AFMC forms and publications referred to in this chapter are for AFMC use only and are not available for general Air Force use.)

Section A - Command Excess

4.1. General.

4.1.1. Vehicular equipment, when allocated to a specific command, becomes the property of that major command. To accomplish assigned missions, the major command headquarters has the prerogative of transferring vehicular equipment on an intra-command basis.

4.1.2. Vehicular equipment will not be transferred on an inter-command basis except by authority of WR-ALC/LESV.

4.1.3. Vehicle managers will take immediate action to provide disposition instructions for major command reported excess vehicular equipment.

4.1.4. Vehicular equipment, when directed to be shipped by the vehicle item manager, will be placed in a serviceable condition according to T.O. 36-1-191. It will be the responsibility of the base shipping the vehicle to comply with T.O. 36-1-191. When this requirement exceeds the capability of the base, the major command headquarters will be contacted. Upon determination that the major command headquarters cannot provide the necessary assistance, WR-ALC/LESV will be contacted. It will be the responsibility of WR-ALC/LESV to provide any necessary assistance. Funding responsibility for repair of any vehicle not expendability, recoverability, reparability, category (ERRC) coded for depot level repair will remain the responsibility of the losing command.

4.15. Issue and turn-in procedures (AFMAN 23-110, Vol IV) will be followed by the chief of supply (COS) office in file maintenance of any in this chapter.

4.1.6. The level of repair will be governed by the assigned ERRC (AFMAN 23-110, Volume I).

4.1.7. Disposition action will be furnished by the vehicular equipment item manager (IM) (section C).

4.2. Registered Equipment Management.

4.2.1. General.

4.2.1.1. Vehicular equipment to be reported in REM system is listed in the AFEMS (C001) with on-line visibility through the on-line query/transaction vehicle item data (IVID Screen). The vehicle IM maintains this data on-line in the AFEMS (C001) using the same query transaction.

4.2.1.2. The vehicle IM will determine and record on-line in the AFEMS (C001) the criticality for vehicular equipment using the on-line query/transaction exception management code ID (IIEM Screen). The IM will record "C" for AF critical vehicles and "N" for non-critical vehicles. The exception management code is view only on the vehicle item data (IVID Screen) query/transaction.

4.2.1.2.1. WR-ALC/LESV IM rationale for coding an item "C" (critical) is based on:

4.2.1.2.1.1. Use Essentially-Fire fighting, foreign object damage prevention, applicability to aircraft (refueling, towing, loading, etc.), snow removal, etc.

4.2.1.2.1.2. Cost - High cost of new item versus repair or remanufacture cost.

4.2.1.2.1.3. Controlled Disposition - IM needs to control disposition of vehicle that is transferred to GSA according to rental agreements, cannibalized to obtain out of production components, or coordinate disposal with primary inventory control activity (PICA), i.e., - Army for M-Series.

4.2.1.3. Vehicular equipment coded "N," when determined to be uneconomically repairable and upon approval of the major command headquarters, will be processed directly to the disposal activity. TO 36-1-191 Chapter 5 will be utilized in making the determination as to eligibility for replacement of vehicle.

4.2.1.4. Vehicular equipment coded "N," which is serviceable or is economically reparable, and those coded "C," regardless of condition status, when declared excess to the need of the major command will be reported to WR-ALC/LESV for disposition or redistribution action.

4.2.1.5. One copy of AFTO Form 91, "**Limited Technical Inspection-Motor Vehicles**," will be prepared for each excess item of vehicular equipment. Information on this form will be transmitted by message, letter, e-mail or fax to the IM.

4.2.1.6. Prior to forwarding AFTO Form 91, (message or letter format) to WR-ALC/LESV on an "N" coded serviceable or economically reparable item of vehicular equipment, the major command headquarters will insure the following:

4.2.1.6.1. There are no out of interchangeability and substitute (I&S) group vehicles in the major command inventory being utilized in lieu of this type of vehicular equipment.

4.2.1.6.2. There are no vehicular items of equipment of this type in the major command inventory with a replacement code indicating a vehicle with less life expectancy than that indicated on the AFTO Form 91

4.2.1.6.3. There are no I&S or unsuitable vehicular items of equipment of this type in the major command inventory being used in lieu of this type of equipment.

4.2.1.7. Major command reported excess will be utilized, where feasible, to satisfy shortages of similar items.

4.2.2. Excess vehicular equipment. Items of controlled vehicular equipment (REM) will be reported on AFTO Form 91. This form will be processed and redistribution made by the IM following the procedures in section C.

4.3. Requesting Vehicular Equipment.

4.3.1. General.

4.3.1.1. Normally, it is not necessary for requiring bases, organizations, or units to request vehicular equipment. The AFEMS C001 (AFMAN 23-110, Volume IV) and the policy and procedures for computing net requirements for replacement type items (AFMCMAN 23-4) are so designed as to preclude the necessity for requisitioning vehicular equipment.

4.3.1.2. Occasionally, as unforeseen contingencies arise, a requirement for vehicular equipment will develop which has not been included as a part of the vehicular equipment package. As these conditions arise, it may become necessary for the major command to request assistance from the vehicle IM (WR-ALC/LESV).

4.3.1.3. Vehicular equipment in support of the security assistance (SA) program will be requested and provided according to policy and procedures outlined in the 400 series AF/AFMC/WR-ALC regulations, except as indicated in paragraph 3b.

4.3.1.4. Vehicular equipment in support of name projects/systems/others will be requested and supported according to paragraph 3c.

4.3.2. Security Assistance Program.

4.3.2.1. Pricing.

4.3.2.1.1. Upon request and/or when providing price data in the SA program sales list, the following pricing data will prevail:

4.3.2.1.1.1. Pricing and availability studies.

4.3.2.1.1.1.1. I&S NSN pricing information available on-line in the AFEMS (C001) using the on-line query vehicle item data (IVID Screen) should be the source of this information.

4.3.2.1.1.1.2. Procurement - Use latest contract asset price escalated to current budget year to determine unit cost. When contract is FOB origin, add three percent transportation charges.

4.3.2.1.1.1.3. Procurement (contract not available) - Use last quotation received from the procuring agency, plus three percent for transportation and five percent for maintenance data.

4.3.2.1.1.1.4. Other military agency stock - The same price charged the Air Force by the other military agency.

4.3.2.1.1.2. SA program sales list.

4.3.2.1.1.2.1. Quote procurement price for stock number listed - Use latest contract price, if available, or latest quotation quoted by procuring agency.

4.3.2.1.1.2.2. Quote prices on only those items coded as AF responsibility for pricing.

4.3.2.2. Availability.

4.3.2.2.1. Commercial vehicular equipment counterparts will be offered wherever and whenever possible in lieu of the military/tactical type vehicles.

4.3.2.2.2. Vehicular equipment excess to AF requirements will be supplied to SA program when:

4.3.2.2.2.1. The vehicular equipment status classification is standard or limited. Obsolete equipment will not be supplied to SA program.

4.3.2.2.2.2. The vehicular equipment spares support can be supplied from either AF stocks or the manufacturer's facilities for the anticipated life expectancy of the like new equipment.

4.3.2.2.2.3. Maximum one-time repair allowances as stated in TO 36-1-191 Chapter 5, do not apply to vehicles to fulfill SA program requirements.

4.3.2.2.2.4. There is a minimum of 75 percent of the original service life expectancy remaining in the vehicular equipment.

Note: Failure of the vehicular equipment to comply with any one of the requirements listed in paragraph 3b(2)(b) will disqualify the vehicular equipment for supply to SA program.

4.3.2.3. Requisitioning.

4.3.2.3.1. Vehicular equipment will be supplied to SA program upon receipt of a funded SA program directive.

4.3.2.3.2. The HQ USAF/AFMC/AFSAC approved SA program directive will be the only authorized requisitioning document utilized by WR-ALC/LESV upon which to take supply action to support SA program vehicular equipment requirements.

4.3.2.4. Supply action.

4.3.2.4.1. When it has been determined that SA program support can be provided from AF excess or from retention quantity in allowance source code (ASC) "000" status code "K," the vehicular equipment IM will:

4.3.2.4.1.1. Request a new AFTO Form 91 (when appropriate) on the vehicular items of equipment which are to be provided.

4.3.2.4.1.2. The requests will state that AFTO Form 91 to be prepared so that the estimated cost will

reflect the total it will cost to return the items of vehicular equipment to an excellent condition. The deadline date for the resubmission of the AFTO Form 91, (message or letter) will be based upon the urgency of need.

4.3.2.4.1.3. Upon receipt of the AFTO Form 91 (message or letter), the IM and production management specialist will proceed as outlined in section C.

4.3.2.4.2. When it is determined that the excess or retention quantity of vehicular equipment does not meet the criteria in paragraph 3b(2)(b), action will be taken to supply from new procurement.

4.3.3. Name projects/systems/others.

4.3.3.1. As stated previously, requisitioning procedures under the MILSTRIP concept will not apply to vehicular equipment in federal supply groups 17, 22, 23, 24, 38, 39,42 and 49 and federal supply class (FSC) 1740, 2210, 2310, 2220, 2320, 2230,2350, 2410, 2420, 3805, 3810, 3820, 3825, 3830, 3895, 3910, 3920, 3930, 3950, 4210, 4940, with materiel management aggregation codes "BT "YW" and "CT".

4.3.3.2. When an unforeseen contingency arises or it is determined that a new requirement has developed, the need for which has not been included in the buy/budget program, but the authorization has been approved, the requiring activity will:

4.3.3.2.1. Prepare a letter and/or message, depending upon the urgency of need, and submit to WR-ALC/LESV.

4.3.3.2.2. The following information will be provided:

4.3.3.2.2.1. Project nickname/code.

4.3.3.2.2.2. Major command responsible for performance of the project, if applicable.

4.3.3.2.2.3. Precedence rating.

4.3.3.2.2.4. Depot supply priority.

4.3.3.2.2.5. Date needed.

4.3.3.2.2.6. National stock number.

4.3.3.2.2.7. Nomenclature.

4.3.3.2.2.8. Quantity.

4.3.3.2.2.9. Shipping address.

4.3.3.2.2.10. Marking instructions.

4.3.3.2.2.11. Point of contact including:

4.3.3.2.2.11.1. Name of project officer.

4.3.3.2.2.11.2. Office symbol.

4.3.3.2.2.11.3. Telephone numbers.

4.3.3.2.2.12. Justification.

4.3.3.2.2.13. Other pertinent facts which will assist the IM in providing the desired support.

4.3.3.2.2.14. Document number (FSC, last digit of year, Julian date, project code number, for example, 2330 - 4162 - 0352).

4.3.3.2.3. Upon receipt of the request, the appropriate vehicular IPT will review the request and where a

major command levy is authorized take action to determine if a serviceable asset is available as command excess or under retention authority ASC "000" status code "K." After making this determination:

4.3.3.2.3.1. If available, take action to ship. Provide disposition instructions to the base using the AFEMS (C001) on-line transaction vehicle redistribution (AVHR). The AFEMS (C001) will send an E-Mail notice to the losing CMD and losing SRAN advising them to prepare and ship the vehicle.

4.3.3.2.3.2. If not available, take action to levy on a unit of a major command with lower precedence than that cited for the project/program.

4.3.3.2.3.3. Take action to schedule a major command excess ASC "000" status code "K" or a retention authority ASC "048" item to repair for replacement of the item levied. This will be accomplished according to section C.

4.3.3.2.4. When the request does not contain a major command levy authority, contact the headquarters responsible for performance of the project. The headquarters will be requested to provide the IM, within ten days, a statement of the ability to support vehicular equipment for the project. All pertinent data will be provided the headquarters.

4.3.3.2.5. When the major command headquarters states the project can be supported within existing assets, WR-ALC/LESV will so advise the project officer. The IM will record disposition instructions using the AFEMS (C001) on-line transaction vehicle redistribution (AVHR).

4.3.3.2.6. When the major command headquarters cannot provide the support, or only a portion thereof, the vehicular equipment IM will determine if any serviceable assets are available as excess ASC "000" status code "K," retention authority ASC "048". If available, take shipping action and advise the project officer. The IM will record disposition instructions using the AFEMS (C001) on-line transaction vehicle redistribution (AVHR).

4.3.3.2.7. When there are no serviceable assets available, determine availability of reparable assets as excess or under retention authority. When available, proceed as outlined in section C.

4.3.3.2.8. When there are no serviceable or reparable assets available or repair of a reparable excess asset has been disapproved by production management or division chief, take action if justified by the need date, precedence, and depot supply priority to levy on a lower precedence command asset.

4.3.3.2.9. Upon approval by WR-ALC/LESV of buy program, proceed to procure according to local procedures.

4.4. Registered Equipment Management Status/Command Codes.

4.4.1. The vehicle IMs, or depending on the vehicle criticality, will provide disposition instructions for vehicles to the base/ transportation function. These instructions will be recorded on-line in the AFEMS (C001) using the on-line transaction vehicle redistribution (AVHR). The AFEMS (C001) will send an E-Mail notice to the losing SRAN and the losing CMD advising them to prepare and ship the asset.

4.4.2. This includes shipping/disposition instructions for vehicles being shipped to a non-AF activity, special projects not reportable in REM, being considered as depot stock, being held in retention for future use, and shipped for repair and not to be returned to the COS or reported to the upon completion.

4.5. Chassis Serial Numbers/Manufacturer Codes.

4.5.1. The chassis serial number, model and cage code are maintained by vehicle registration number in the AFEMS (C001) database for each REM reportable number.

4.5.2. Upon receipt of a new vehicle from the manufacturer or other DOD agency, the receiving/owning

base transportation/REMS manager will record the data in the AFEMS (C001) using the on-line transaction vehicle chassis serial number screen (AVCH).

4.6. Vehicle Multiple Substitute.

4.6.1. When more than one similar item of vehicular equipment is required to satisfy an authorization of a similar item of a larger capability, the following will apply:

4.6.1.1. One item will be reflected as an unsuitable substitute asset against the preferred item authorization (item code "U"). The ASC will be "019" or other appropriate vehicle MAJCOM ASC. When the item is authorized for WRM, the WRM composition code will be used in place of the allowance ID.

4.6.1.2. The remaining like substitute items will be similarly coded "U" and will reflect allowance ID code "048AA".

4.6.2. Authorization of multiple substitutes utilizing allowance ID "048AA" require the approval of HQ USAF/ILPR. These requests will be input into the AFEMS (C001) using the on-line transaction allowance change request (TACR).

4.6.3. Vehicles reflected as allowance ID "048AA" may be retained by using organization until worn out or the preferred item is received, whichever action occurs first. Vehicles authorized for allowance code "048AA" coding will not be redistributed by the IM and may be eligible for repair at both base and depot level.

4.6.4. The preceding procedures are not applicable nor will they be utilized to obtain vehicles for maintenance attrition.

Section B - Processing Of DOD Potential Excesses

4.7. General.

4.7.1. Determination of DOD potential excess vehicles. Determination that a vehicle is excess to AF requirements will be accomplished according to replacement item requirements procedures prescribed in applicable AFMC 23-series regulations.

4.7.2. Disposition of DOD potential excess vehicles. Vehicles determined to be excess of AF requirements or which have exceeded maximum repair allowances may be:

4.7.2.1. Offered and released to other military services under the defense utilization program.

4.7.2.2. Used to satisfy security assistance (SA) program requirements.

4.7.2.3. Transferred to the property disposal activity.

4.7.3. Major end items containing registered equipment management (REM) type vehicles or vehicle chassis. Excess major end items in the item manager (IM) depot account identified by a stock number, other than a REM vehicle or chassis as the propulsion/towed unit, require the following action prior to processing to disposal. (Volume IV, Part One, Chapter 18, contains procedures applicable to AF base stock record accounts):

4.7.3.1. Report the vehicular component to the vehicle IM under the national stock number of the vehicle, citing all applicable data (registration number, replacement code, etc.) required for reporting excess vehicles to the IM.

4.7.3.2. If the vehicle IM advises to process the vehicle to disposal, process the complete equipment to disposal.

4.7.3.3. If the vehicle IM provides redistribution instructions, remove the vehicle component and process for redistribution. Process the dismantled equipment separately (for example, radio set) to disposal.

4.7.4. Excess fire trucks: Floyd D. Spence National Defense Authorization Act for Fiscal Year 2001 (H.R. 5408 Sec. 1706) allows for the transfer of DoD fire trucks to "...a fire fighting agency in a state...". However, the fire trucks must be declared excess to DoD prior to transfer to state.

4.8. Transfer Of Excess Vehicular Equipment To Security Assistance (SA) Program Countries. When an SA program requirement exists and an excess vehicle is available, the requiring activity will be contacted through an SA program single point manager to determine if the excess vehicle is acceptable in as is condition. If excess vehicle is acceptable in the as is condition, it will be shipped to fill the SA program requirement on a nonreimbursable basis.

4.9. Obtaining Excess Vehicles From Other Agencies Or DRMO.

4.9.1. If a valid unfulfilled authorization exists and MAJCOM has verified with the IM that AF assets are not available, the MAJCOM is encouraged to obtain economically usable vehicles from DRMO or from other agencies (Army, Navy, etc.) if excesses to these agencies exist. Prior to initiation of interagency action, MAJCOM will provide the IM with the type and quantity of vehicles to be transferred, together with the command's current vehicle authorization and asset position.

4.9.2. Upon review and approval by the IM, vehicle registration numbers will be furnished to the acquiring MAJCOM.

Section C - Receipt And Processing AFTO Form 91, "Limited Technical Inspection - Motor Vehicles," And Redistribution Of Command Registered Equipment Management Reported Excess Vehicular Equipment

4.10. General.

4.10.1. The vehicular equipment item manager (IM) will take immediate and aggressive action to:

4.10.1.1. Redistribute major command excess vehicular equipment to satisfy initial and/or replacement requirements. (Priority 1.)

4.10.1.2. Ship required economically repairable major command excess vehicular equipment to repair sites when depot repair is necessary. (Priority 2.)

4.10.1.3. Other dispositions. (Priority 3.)

4.11. Critical Items.

4.11.1. The requirements and distribution vehicular equipment IM will:

4.11.1.1. Receive AFTO Form 91, "Limited Technical Inspection - Motor Vehicles," for command excess from the major command transportation office (message or letter format) reflecting the condition status of critical items of vehicular equipment and review to determine if the item meets the replacement criteria as stated in TO 36-1-191 Chapter 5.

4.11.1.1.1. WR-ALC/LESV must reply to LTIs submitted for critical coded vehicle types within 14 days.

4.11.1.1.2. Vehicles should not be retained in status code "K" more than 6 months.

4.11.1.2. Prior to initiating replacement action, the asset position, and requirement for the item will be reviewed to determine if the need for the item justifies retention.

4.11.1.3. When review indicates that available assets are insufficient and provide the required support, the vehicle IM will:

4.11.1.3.1. Through use of the AFEMS (C001) on-line query asset-authorization-allocation worksheet (RVAA), determine to whom the item will be distributed (unfilled requirements for named projects, systems, war reserve materiel and security assistance program directives will be considered when determining priority for distribution of vehicular equipment).

4.11.1.4. When the vehicular equipment does not meet the established replacement criteria and is either in serviceable condition or the AFTO Form 91 (message or letter format) indicates the repair can and should be accomplished at base level, either internally or using local contract capability, advise the base to:

4.11.1.4.1. Place the vehicle in serviceable condition, if required, according to T.O. 36-1-191.

4.11.1.4.2. Ship the serviceable vehicle to the new base by providing the base shipping instructions through the AFEMS (C001) using the on-line transaction vehicle redistribution (AVHR). The AFEMS (C001) will send the losing CMD and SRAN an E-Mail notice advising them of the shipping instructions. The shipping instructions will contain the following data:

4.11.1.4.2.1. Vehicle Registration Number

4.11.1.4.2.2. Stock Number

4.11.1.4.3. Losing SRAN

4.11.1.4.4. Losing CMD

4.11.1.4.5. Gaining SRAN

4.11.1.4.6. Gaining CMD

4.11.1.4.7. Mark For (optional)

4.11.1.4.8. Shipping Document Number (optional)

4.11.1.4.9. Last Transaction Date (computer generated)

4.11.1.5. In the event that repair is not approved, advise the reporting activity using the on-line transaction AVHR to process the item to the disposal activity.

4.11.1.6. When the item meets replacement criteria, requirements data indicate an urgent need, and the AFTO Form 91 (message or letter format) indicates repair must be accomplished, the IM will proceed as outlined in paragraph 11a(3).

4.11.2. M-Series Vehicles. Upon determination that an M-series vehicle is excess to AF requirements, the IM will forward the AFTO Form 91 to the cognizant Army IM for determination of final disposition. If the Army decides to take possession of the vehicle, the AF IM will inform the Army that the vehicle is available "as is", "where is" and provide a POC to include a name and phone number (commercial and/or DSN) so that the Army can arrange for repair and/or shipment of the asset. Army will be given 15 days to make a determination of disposition; if the Army does not respond to the request for disposition after the 15th day, the AF IM will advise the owning MAJCOM to process the vehicle to the local DRMO. No AF funds will be expended to repair or ship an excess asset to the Army.

4.12. Non-Critical Items.

4.12.1. The requirements and distribution vehicle equipment IM will:

4.12.1.1. Receive AFTO Form 91 (message or letter format) and process as outlined in paragraph 11a.

4.12.2. A maximum of 45 days will be allowed to notify the MAJCOM of action taken on disposition of major command reported excess vehicles.

4.13. Pricing Of USAF Vehicles.

4.13.1. Standard prices of vehicular equipment are as determined by the IMs during the annual vehicle buy/budget review conducted at WR-ALC. (HQ USAF/ILPR)

4.13.2. The IMs will assure revised vehicle prices are input into the cataloging system not later than 30 September each year.

4.13.3. The IMs will maintain current price for the I&S Master NSN or Bachelor NSN through AFEMS screen IVID. Current asset stock number pricing is maintained in cataloging as referenced in Paragraph b. above.

4.13.4. WR-ALC/LES-1 is responsible for updating prices in OLVIMS Systems annually.